

• 1903 •

THE WESTERN PLAINS OF

# CANADA REDISCOVERED.

BY

ISAAC COWIE,

AUTHOR OF "THE GRASS, GRAIN  
AND GOLD FIELDS  
OF WESTERN CANADA"  
ETC.

TIMBER & HEWAN  
FISHERIES

THE WHEAT & FLAX  
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ESTABLISHED 1865.

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# UNION BANK OF CANADA

ESTABLISHED  
1888.

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Capital Authorized, \$3,000 000. Capital Subscribed, \$2,250,000. Capital Paid-up, \$2,246,260.

Rest, \$650,000.

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# CANADA REDISCOVERED.

## PREFACE.

The writer has enjoyed an experience of thirty-five years throughout Manitoba and the Territories, originally as an officer of the Hudson's Bay Company. More recently, in taking an active part in the work of the Western Canada Immigration Association; and of the Board of Trade of Edmonton, Alberta, and, latterly as a contributor to periodicals, it became his duty to compile much information for publication. Copious extracts from these writings have been made use of by the Dominion and Territorial Governments and the railway companies in their immigration literature.

The matter of this booklet was prepared at the request of a periodical to meet the demand for a general description of the Canadian West in a summarized and up-to-date form. Out of an accumulation of material, all interesting, the main features of the country have been selected. To bring the matter within the small compass of this booklet, and to avoid unnecessary repetitions the country has been described rather by its natural and topographical than by its artificial and political divisions. These latter have therefore been treated in brief detail only, leaving the interested reader to apply for specific information upon any district to the government thereof, or to other reliable sources.

St. Andrews, Manitoba, March, 1903.  
First edition. Copyright applied for.

ISAAC COWIE.



## CANADA REDISCOVERED.

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One of the most remarkable examples of the truth of the old saying, "A prophet has no honor in his own country," has been brought prominently before the public by the recent progress of the Canadian portion of the prairies of North America. For years the western Canadian press labored almost in vain to impress upon the people of Eastern Canada the magnificent resources of the great heritage of the Dominion in the west. Government immigration agencies in the United Kingdom could not remove the prejudices of the British emigrant against Canada, and in favor of the United States; even the business methods of the Canadian Pacific Railway and Land Company had comparatively little effect in inducing land-seekers to come and fill up the vacant prairies.

Whilst thoughtful men had long foreseen the inevitable effect of the rapid filling up of the vacant lands of the American Union, suddenly, almost in the twinkling of an eye, the Canadian prairies were revealed like a long dreamed of fairy land to thousands of people hungering for free land in the already crowded United States and in the densely populated British Isles. Before this revelation was flashed before their eyes by the American press, many of these people had only heard of Western Canada as vaguely as of Siberia, and the name had as little practical interest to them.



The part of Columbus in the re-discovery of the value of the Canadian portion of the prairies was played by American land agencies, which, having acquired skill and served their purpose in filling up the American prairie states, began to search for fresh fields to people. As in the previous exploitation of the Kootenay and Klondyke mines, so in the case of the Canadian prairies enterprising invaders from the States came, saw, took up the ground, and proceeded to turn it to the use and benefit of man.

The powerful searchlights of the American press were directed north-west over the border, and, to the astonishment of its readers, luminously displayed that three-quarters of the total area of North America, capable of producing No. 1 hard wheat, lay upon the Canadian side of the international boundary. The small patches of this vast vacant space which had already become peopled were scattered from Lake Winnipeg westward to the Rocky Mountains and from the 49th parallel to beyond the North Saskatchewan River. These patches proved, by their splendid yields of grain and their flocks and herds, that the accounts of the early explorers and the predictions which students had founded upon them were not mere dreams of enthusiasts but accurate statements of amazing facts.

Since two years ago, when the attention of these Americans was directed north-west, enormous crops have been garnered, filling granaries and elevators to overflowing, taxing the railroads beyond their carrying power, and compelling them



to enormously increase their capacity to handle present and continually increasing products. Even the small number of farmers now engaged in grain-growing; a majority of whom are just starting, produced in 1902 over 125,000,000 bushels of grain. Of this the average yield per acre of land, much of which was very imperfectly cultivated, was—

Wheat .. . . .	25.5 bushels.
Oats .. . . .	42.3 bushels.
Barley .. . . .	30.0 bushels.

"The cash value of the grain raised in Manitoba and the Territories," states the President of the Winnipeg Board of Trade, "totals approximately \$60,000,000, while the cattle and dairy produce actually available for export will add another \$2,000,000."

The report of the Department of Agriculture of the Government of Manitoba for 1902 states that 41,000 farmers of the Province raised produce to the value of \$50,000,000, a record which cannot be beaten by any equal number of farmers under similar circumstances in any part of the world. Such productions following upon the crop of 108,500,000 bushels in 1901 have only to be made public to set men thinking and acting upon the opportunities so freely offered to land-seekers by Western Canada.



As a direct consequence of the diffusion of this knowledge, the overflow of population from the United States, which had been slowly increasing year by year through the efforts of the Canadian Government and railway agencies, has become very largely augmented, as is shown by the subjoined statements:—

*Immigration into Manitoba and North-West Territories.*

	Immigration from U. S.	Total from all sources.
1896 .....	46	4,196
1898 .....	2,643	27,857
1900 .....	5,791	37,600
1901 .....	18,000	44,000
1902 .....	37,000	76,000

In 1902 the immigration from the United Kingdom was 17,000, from the other parts of Europe 12,000, and from other provinces of Canada 10,000.

The Dominion census taken in April, 1901, before the rush of immigration, showed the following results:—



## Province or Territory.

## Population.

## Population.

Manitoba

254,947

Alberta

65,877

Assiniboia

67,395

Saskatchewan

25,679

158,951

Total

413,898

The chief origins of these were:—

British

246,892

French

34,945

Scandinavian

17,314

German

46,888

Russian

19,848

Galician

5,626

Austrian

7,855



Free Government homesteads of 160 acres taken up:—

Year.	Number of Homesteads.	Acres.
1901 .. . . .	9,145	1,463,200
1902 .. . . .	22,194	3,551,040

Canadian Pacific land sales were:—

Year.	Acres.
1897 .. . . .	199,481
1898 .. . . .	348,608
1899 .. . . .	416,807
1900 .. . . .	431,986
1901 .. . . .	830,922
1902 .. . . .	2,419,118

The combined sales of the other large land companies in 1902 were several million acres.



The persevering efforts of the Canadian immigration agents in Britain have been gradually producing some effect, and have been aided by the reports of the huge crops requiring the importation of harvest hands in thousands from Eastern Canada and Britain to garner them. The active part taken by Canadians in the South African war decidedly attracted attention to the land in which such heroes were bred. But the inrush of Americans to fill up the vacant lands of the west, more than any other circumstance, opened the eyes of the British emigrant to the advantages of taking the direct road to Canada. When so many American farmers found Canada offering so much better inducements than their own country, British agricultural emigrants naturally concluded that Canada must be also a better field for their energies. So, now, we hear of thousands of Englishmen, such as were wont before to flock to the United States, who are now making preparations to share with their American cousins the advantages so freely offered on the Canadian prairies. From both American and British sources the stream of emigration this season is certain to exceed all past movements of population into Canada, and its western plains will henceforward become settled as rapidly as were the prairie states of the American Union.

Manitoba and the Territorial Districts of Assiniboia, Saskatchewan and Alberta, between the 49th and 55th parallels, possess an area of 379,000 square miles, almost every mile of which is valuable either for its arable, grazing or timber lands, or its waters.



## EFFECT OF PACIFIC AIR CURRENTS ON CLIMATE.

Here it is proper to state, in elucidation of references to climate, that, were there no mountains intervening between them and the Pacific Ocean, the Canadian prairies would possess a climate even warmer than that enjoyed by the countries of western Europe under the same latitudes. The Rocky Mountains bar the passage of the warm winds from the Pacific Ocean, but through gaps admit rushing currents of warm air to be wafted over and thus modify the climate of the country lying hundreds of miles east of the range. This wind, which blows whenever it listeth, emitted by the Crow's Nest Pass over the land of the cowboy in Southern Alberta, is known as the Chinook, whose influence, gradually decreasing as it moves east, extends at least as far as Battleford and Moosejaw. So great is its influence nearer the Mountains, that the usual effect of great height above sea level is neutralized, and Calgary, near the foot of the Mountains, 840 miles west of Winnipeg, has mean temperatures of 58.8 in summer, 13.0 in winter, and 37.4 for the year, as against Winnipeg's 66.0 summer, 0.9 below zero winter, and 33.3 annual mean temperatures; while the altitude of Calgary is 3,380 feet, and that of Winnipeg is only 760 feet, above sea level. When it is considered that, theoretically, 300 feet of altitude makes as much difference in temperature as one degree of latitude, the power of the Chinook current in overcoming the normal law of nature is manifest. But again, this law, which has been specially modified by the Chinook in South



Alberta, comes into play as from the height of land along the international boundary the altitude above the sea level rapidly declines to the northward, so that Edmonton, which is further from the Mountains, and 200 miles further north than Calgary, and whose hot air flue through the Jasper Pass is of less capacity, being 1,231 feet lower, enjoys a summer temperature of half a degree higher than Calgary, with a winter of 5.1, and an annual of 1.5 only less than Calgary.

Manitoba is too far west to suffer from the bad effects of the cold Arctic current which flows along the Atlantic coast of Canada, and which is responsible for the hyperborean ideas entertained by many Europeans and Americans about the whole Dominion. By their old ideas of what was originally known by the name of Canada, namely, the Quebec of to-day, people have judged the new and Greater Canada, namely, Manitoba, Assiniboia, Saskatchewan and Alberta. It is therefore necessary, in describing Greater Canada, to go into such explanations as the foregoing. From these it will be seen that, instead of the Province and organized Territorial Districts being at the back of beyond they are well within the habitable and agricultural area. Forming, as they do, parts of one great whole, Manitoba, Assiniboia, Saskatchewan and Alberta, which are merely the names of artificial divisions, not of distinctively different topographical districts, may be more conveniently described in their places in the natural diagonal divisions of the grasslands of the west.



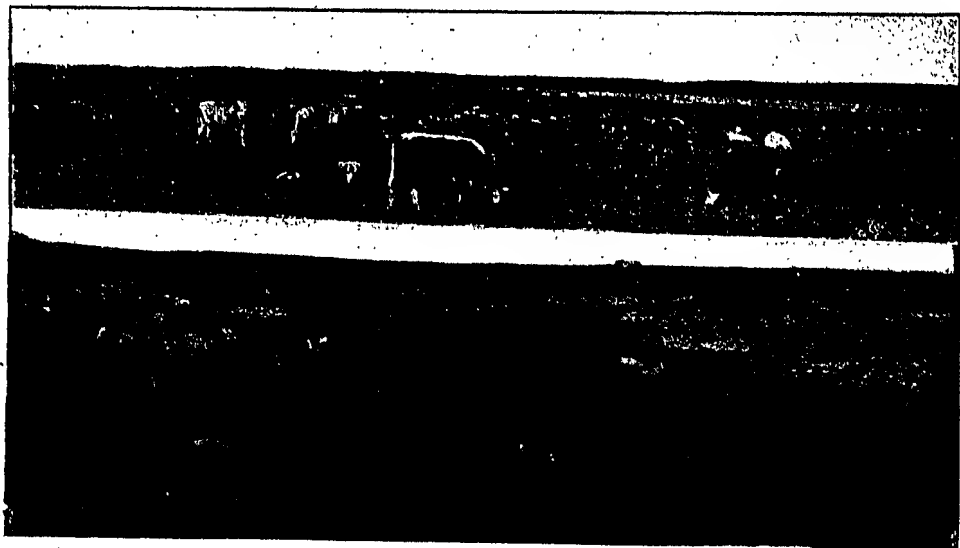
## THE THREE PRAIRIE ZONES.

Like old Gaul, this country is divided into three parts, not generally by sharp boundaries, but rather by a blending of their borders. These parts are zones, running parallel to each other in a generally north-west and south-east direction. They are bounded on the south by the United States frontier, along the 49th parallel, and on the west by the Rocky Mountains, and by the forests on the north, the north-east, and east in Athabasca and Kewaytin Territory.

### THE RANCHING ZONE.

The ranching zone, where cattle graze out-of-doors all the year round lies in the angle between the American boundary and the Rocky Mountains. Nominally, it is known as Southern Alberta and South-Western Assiniboia. Climatically, it receives the fullest and most frequent benefits of the drying Chinook to such an extent as to render irrigation necessary in some localities to procure reliable crops of grain. Except in the Mountains, it is treeless, the whole country being covered with rich grasses; and, as snow never lies long, cattle can graze all the year round, requiring no hay, except a small reserve as accident insurance against a few days of exceptional cold in exceptional winters; neither, on account of the climate being much warmer than to the east, do they require any shelter. These cattle are sold off the grass for the British market every fall and bring from \$40 to \$45 for three-







year-olds and from \$45 to \$54 for four-year-olds at the shipping point. As these animals rear themselves, the profits of the ranchers are very large.

Along the foot-hills of the Rockies the country is much broken, but to the east it is rolling and level prairie, sufficiently watered for ranching purposes by running streams and ponds which seldom freeze. The streams are of enough volume to supply irrigation wherever necessary.

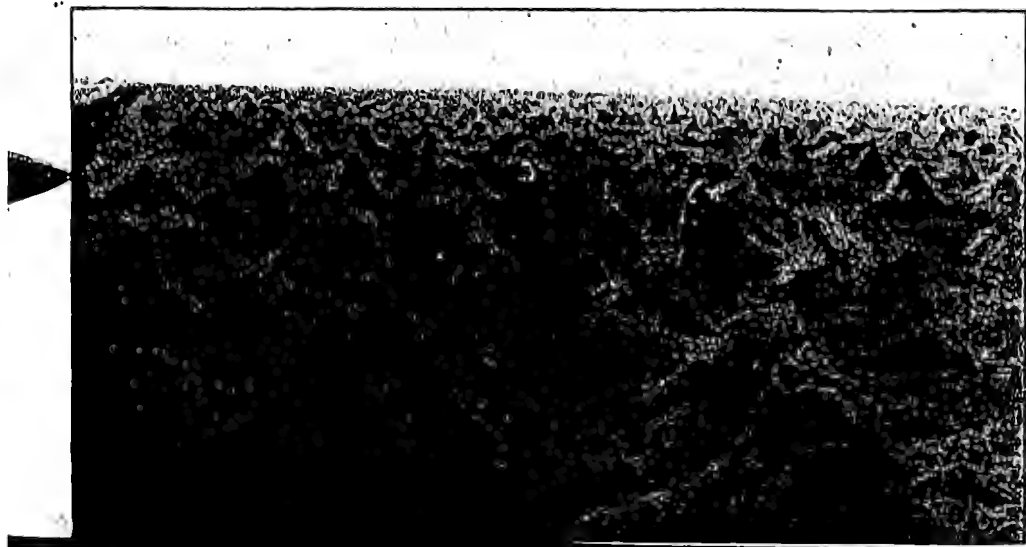
Though generally bare of timber for fuel, inexhaustible supplies of fine coal underlie the country, cropping out on the banks of streams, convenient to settlers, and being extensively mined for export at Lethbridge and other places.

The country is equally favorable for horses and sheep as for cattle. Cattlemen are naturally interested in encouraging the illusion that, while most favorable to the ranching industry, Southern Alberta is not well fitted for close settlement. The success of the Mormon settlers, who prefer to irrigate, as well as that of others who have adopted a suitable and intelligent method of farming without irrigation, indicate that mixed farming may eventually spread over the district.

### THE WHEAT ZONE.

The next zone is a country less elevated, where snow lies in the winter, and where there is everywhere sufficient rainfall in summer to grow wheat. It is a rich grass-clad belt, almost devoid of timber, except along the sides of hills and







rivers. There is abundance of coal. Its long, level or gently undulating expanses lend themselves readily to wheat-growing on a large scale, and it is the principal crop, though sowing flax (frequently on breaking) is also a favorite practice of the new-comers from the United States. But wheat is king, and here it is raised in the greatest possible perfection by a combination of soil and climate in its favor; and the tendency has been to neglect the more laborious branches of husbandry for which the country is also well fitted.

Speaking roughly, this belt occupies middle Alberta, a diagonal strip running through north-western and south-eastern Assiniboia, also the south-west corner of Manitoba. The portions of the bonanza wheat belt are well supplied with present and prospective railways in Manitoba and eastern Assiniboia, but the great space lying between the settlements along the branches of the Canadian Pacific, which leave the main line at Regina and Calgary, respectively, and cross this belt on their way to the mixed farming country surrounding Prince Albert and Edmonton, is as yet unprovided with railroads, and, in consequence remains almost entirely unoccupied by wheat-growers, leaving an untouched area for new-comers to select from.

Though this belt is colder than the true ranching country, and is less sheltered than the mixed farming zone, it is considered by people who make wheat their specialty, an ideal region.

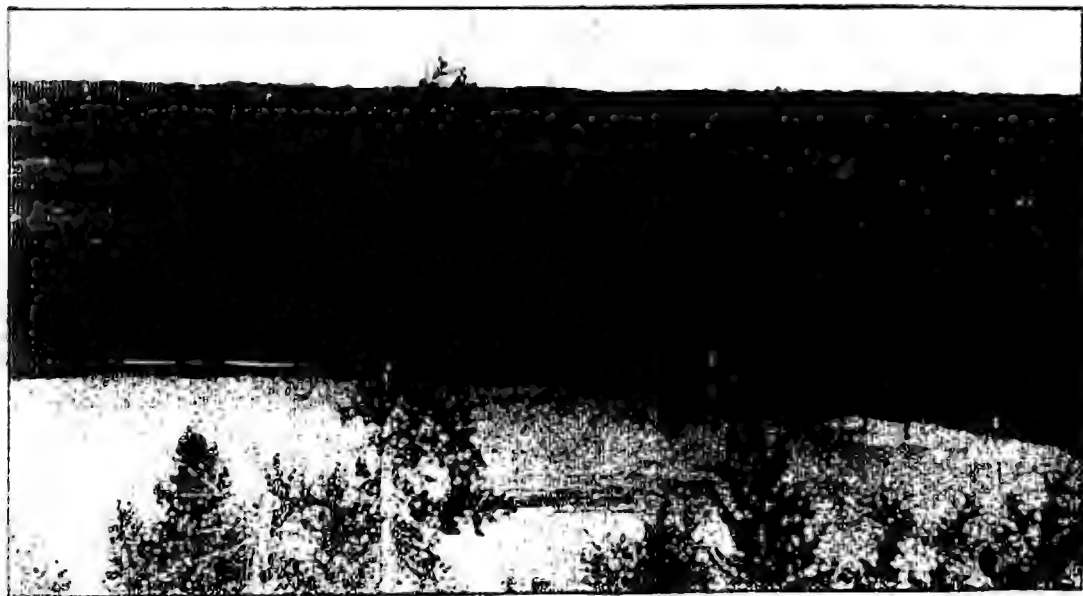


## THE MIXED FARMING ZONE.

In length, breadth and consequent area this fertile belt exceeds those of the two other prairie zones together. On its south-western border the prairies become dotted occasionally with groves of small trees, principally aspen; gradually the trees and the groves become larger and more numerous, and finally, upon its north-eastern fringe, it becomes bushy land, dotted over with prairies. Many varieties of tall grasses, pea vines and vetches clothe upland and meadow. Rivulets and rivers, ponds and lakes provide ample water. The variety of the park-like, pleasing scenery delights the eye of the home-seeker, who here finds all conditions favorable for family life. True, the climate is steadily colder than that of the land of the ranchers, but it rejoices, in common with all western Canada, in skies of cloudless splendor and an atmosphere so bracing, wholesome and enjoyable throughout winter as well as summer that men never return again to their birth-places in the damp, gloomy and chilling climate of Britain for the sake of climate alone.

This fertile belt includes the greater part of Manitoba, in fact, all but the south-west corner specially devoted to wheat, and the portion cut off by a curving line sweeping north-westerly from the Lake of the Woods along the east of Lake Manitoba, the west of Lake Winnipegosis, and on around the famous Swan River Valley into Saskatchewan. It takes in all of Assiniboia not included within the ranching and the wheat belts, all south-western Saskatchewan and





"The variety of the pleasing scenery delights the eye"

*Steele & Co., Photographers, Winnipeg.*





northern Alberta. Within it lie the famous grain-growing valleys of the Red, the Assiniboine and the North Saskatchewan Rivers, in which patches of land have been successfully cultivated ever since the advent of the whites, over a century ago, and in which the most populous and prosperous settlements throughout the whole west exist to-day. In this region of the prairies the experimental stage was past half a century ago, whereas the capabilities of the wheat and irrigation districts are a comparatively recent discovery.

Here the good all-round farmer finds ample compensation for any disadvantages he may be at as compared with the stock-raising and the wheat-growing specialists of the "bald-headed" prairie. If his animals require more care, they are thereby rendered more tractable and easy to train, and the cows are better milkers. The variety of his crops gives him many more chances than one who depends upon wheat alone. His social advantages, in a district where the size of the range and the farm does not isolate him from his next door neighbors, are worth almost anything to the man who has come to Canada for a home.

In the ample space blessed with universally fertile but various kinds of soil, selectors of all tastes may be suited. The old saying that one might put in a plough at Winnipeg and never touch anything but good soil all the way to Edmonton, for a thousand miles, is now known to be no longer a figure of speech but a solid, indisputable fact.



It is a fortunate thing for the land-seekers of to-day that the original plan of building the Canadian Pacific transcontinental line from Winnipeg to Edmonton, via Battleford, through this fertile belt, was not followed, and that the line was diverted to its present route across the treeless wheat and stock-growing districts, which, to the confusion of old prophets of evil, it has developed and made phenomenally prosperous. The same progress and prosperity which mark the lines of road in other portions of similar country in all the western provinces from Manitoba to Alberta, will within the space of two or three years be witnessed in the Saskatchewan Valley, along the routes of the Canadian Pacific and Canadian Northern Railways now located and under construction. These great rival systems, by lines paralleling each other at convenient distances apart, will open up an immense area for the mixed farmers now coming in to pick and choose from. Those, unlike the old-time pioneers, who went in ahead of prospective railways and had their hope deferred for twenty years, coming now have a certainty and an assurance of speedy railway facilities in the definite plans made public by the rival railway companies which are now racing for the business of the great fertile belt.

By the time the new settler has crops to export, these roads will be ready to transport them; and the companies know that these lines, tapping already existing settlements and opening up new districts of equally good soil, as soon as they are completed will be taxed to their full capacity to carry away crops and live stock to



market. In the great expanse lying between the settlements which have grown from the railways that have tapped the Saskatchewan Valley at Prince Albert, its lower, and at Edmonton, its upper portion, there exists the prosperous Battleford settlement, half-way between, as well as many scattered stock and grain-growers who have gone in in advance of the railways which were "bound to come" to such a land. These, and the success of Indians of the old hunting generation upon the reserves located every here and there throughout the country, are object lessons as to what will be accomplished in it, upon the advent of railroads.

### THE FOREST ZONE.

There is yet another zone of present practical importance—the forest belt, lying north, north-east and east of the prairie provinces, which deserves a brief mention. The importance of this belt of valuable spruce, tamarac, jack pine, birch and poplar timber to the adjoining treeless prairies is very great, and British Columbia by the main line of the Canadian Pacific, supplies large quantities of lumber not procurable on the eastern side of the Rockies, as well as much of the same kinds as grow along their eastern slopes. There is an ample supply of native timber procured along the Saskatchewan down which it is floated to Edmonton for manufacture and distribution. Then, all down the north side of the prairies of the Saskatchewan Valley lie great and accessible forests. At Prince Albert lumbering is a



most important and profitable industry; owing to the proximity of the woods to the north and of the bare plains to the south, through which the present line of railway runs to Regina.

The Canadian Northern Railway's route between the Riding, the Duck and the Porcupine ranges of hills on the west and Lakes Manitoba and Winnipegosis on the east, passes through much timber fit for lumber, which becomes more and more adapted for manufacture as the line sweeps round the north end of the Porcupine Mountain and on to the present railhead near Erwood. In that vicinity there lie a hundred square miles of the finest timber between Lake Superior and the Rocky Mountains, consisting of fine spruce, larch, jack pine, birch and immense merchantable poplar. The proximity of this great timber "limit" to the western prairies, to which on its way to Prince Albert the railway is rapidly being constructed, should enable it to supply cheaply the needs of new settlers in Assiniboia and Saskatchewan; and, reversing the movement, much will be shipped all along the line from north-western Manitoba to the less wooded districts of the Province.

Lumbering operations, as well as extensive fisheries are conducted on the Lake of the Woods and Lakes Winnipeg, Winnipegosis, and Manitoba. Prince Albert and Edmonton are supplied with fish from local sources.

Similarly successful mining operations to those of the Lake of the Woods will probably at some future time be inaugurated in many parts of this forest country.



## CLIMATE.

When one acquainted with the climate of the north-western States is told that the climate of the Canadian North-West is similar, with fewer windstorms and blizzards, further description would be needless, had not the Canadian Territories been subject to the slanders of ignorant and interested parties regarding the rigors of its winter temperature and the blight of summer frost. The inhabitants of this part of Canada, however, rejoice in their gloriously healthy and sunny climate. The range of temperature, from the heat of summer to the cold of winter, does not inflict upon them the monotony of an equable climate throughout the year. The change from the one season to the other is as beneficial to the health as that so often recommended to invalids from one part of the world to another. The spectre which the old fur traders conjured up to scare agricultural invaders from their fur-preserves—"Jack Frost"—has been shorn of his terrors. The well-housed, well-clad, well-fed settler leading an active out-door life laughs him to scorn. His children go regularly to the rural school all winter, and love their winter sports. Similarly King Wheat—the first on the continent—has cast out the once dreaded demon "Summer Frost," and banished him to the fields of the slothful late sower of grain and the patches of pioneers in the untilled and undrained localities.



Medical men report no diseases peculiar to the country and climate, and an entire exemption of many and a mitigation of other complaints, especially those of the organs of respiration.

Not only may the country be judged by its crops, but by its wild flowers and fruits also may it be known. Its prairies, meadows, and woodlands are radiant with flowers of every hue, and redolent of their odors. Throughout the country wild strawberries, raspberries, gooseberries, cranberries, black and red currants, cherries, blueberries, Juneberries or saskatoons, and hazel nuts grow in profusion. In Manitoba there are several varieties of wild plum. In that Province also grow ash, oak, elm and maple in great perfection, but their natural range includes only portions of the Territories.

Whilst it is by the fruits of the earth and by the feelings and the health of its inhabitants that the climate of the country may be realized rather than by the reading of the thermometer, it may be of interest to some of our readers to give the following Dominion meteorological records, derived from ten years' observations:—



Place.	Height above Sea.	Mean Temperatures.		
	Feet.	Summer.	Winter.	Year.
Manitoba—				
Winnipeg . . . . .	760	66.0	—0.9	33.3
Brandon . . . . .	1176	63.1	—0.4	33.1
Saskatchewan Valley—				
Prince Albert . . . . .	1402	59.5	—2.1	30.7
Battleford . . . . .	1620	62.3	1.3	32.9
Edmonton . . . . .	2158	59.3	8.8	35.9
Main Line of C. P. Ry.—				
Regina . . . . .	1885	62.7	—0.9	32.5
Moosejaw . . . . .	1745	61.6	5.3	33.0
Medicine Hat . . . . .	2161	63.7	12.5	30.9
Swift Current . . . . .	2439	63.5	9.8	37.6
Calgary . . . . .	3389	58.8	13.9	37.4

The minus sign (—) means below zero.

Though the climate is dry, the amount of rainfall during the growing season, from April to October, is 70 per cent. of the whole. Ploughing is general in the early part of April, sowing is begun in April and completed in May, and spring wheat is ripe about the middle or end of August. The rapidity of growth is almost as great as that of plants grown under glass.



## RAILWAYS.

Folders and maps of their lands for sale may be had upon application to the land departments of the railway companies, and upon the folders are marked their present and prospective lines. The reader who refers to these will see at a glance information which it would take hours to acquire by mere reading, but it may be well to record briefly the extensions understood to be contemplated.

The Canadian Pacific Railway are building no new lines in Manitoba this year. In Assiniboia they will build from Arcola to Regina, a distance of 125 miles, through a magnificent wheat-growing country. This road will probably be finished in 1903. It parallels the Soo Line. The branch running north-westerly from Kirkella, on the main line, to Pheasant Plains, north of Qu'Appelle, is 100 miles long, and expected to be in operation this season. Having acquired the Manitoba and North-Western, the Canadian Pacific extended it for 50 miles westward of Yorkton last year to Insinger. From that point they expect to continue on another 50 miles this season, and ultimately to Prince Albert and by way of a branch line to Quill Lake, Saskatoon and Battleford, will reach the town of Wetaskiwin, a point on the Calgary and Edmonton Railway, 40 miles south of Edmonton. The speed with which it will be completed will depend upon the requirements of the country. As the route to Prince Albert is through a splendid country and the



contemplated branch passes all the way from Saskatoon, on the South Saskatchewan, to Wetaskiwin, through the company's lands, it will be to the interest of the C. P. R. to complete the road without loss of time.

The Canadian Northern expect to complete their line from Erwood to Prince Albert during the present year. It is to cross the South Saskatchewan at Chasatapisin's Indian Reserve. Their more southerly branch, now graded 50 miles west of Grand View, Manitoba, is intended to be part of a transcontinental line to the Pacific. It will cross the South Saskatchewan near Saskatoon and the North Saskatchewan at "the Elbow," which will be a divisional point; thence up the country north of the river to a point one mile from Battleford. Then again, crossing the North Saskatchewan at a short distance above Battleford, it will run through the present village of Vegreville, at the crossing of the Vermillion, and then on north of the Beaver Hills to Fort Saskatchewan, where the North Saskatchewan is again to be crossed. The next important station is Edmonton, at which the line unites with the Edmonton, Yukon and Pacific Railway, which holds a charter for a road to the Jasper or Yellowhead Pass of the Rocky Mountains. It is understood that work on the construction of this line will proceed from Edmonton easterly towards Battleford simultaneously with the work being done from Grand View to the westward. According to the public utterances of President Mackenzie, of the Canadian Northern Railway, this line from Grand View to



Edmonton is expected to be in operation by the fall of 1904, or at latest in 1905. The work may be completed as far as the Elbow of the North Saskatchewan by the end of this season.

### FREE HOMESTEAD LANDS.

In the Province of Manitoba free homesteads are yet available, in more or less wooded but easily cleared districts, notably in that between Lakes Manitoba and Winnipeg and that west of Lake Winnipegosis; as well as in the famous Swan River Valley. In all of these there are many large meadows producing an abundance of hay. Some already have, and the others will not long wait for, convenient railway accommodation.

Along most of the older lines of railway practically all the prairie homestead lands within easy distance have been already taken up by settlers; but along all the new roads in course of construction, of which particular mention has been just previously made, free homesteads, within easy distance, are to be found.

As the Dominion Government does not have up-to-date maps, showing the vacant lands, for distribution, it is necessary to apply to their agents in the district in which the lands are situated for lists of vacant lands open for homestead entry.

The railway and other land companies strive to keep their maps corrected up to date, and readily furnish those of any particular district to applicants. It may



save time to state here that, from a few miles west of Saskatoon to the northern Alberta country, the bulk of the lands for sale on both sides of the North Saskatchewan River belongs to the Canadian Pacific Railway. The Canadian Northern Railway Company own land along their lines in Manitoba, Saskatchewan and Assiniboia.

In Waghorn's Railway Guide, a small book published monthly in Winnipeg, the Dominion Land districts are defined and a synopsis of the homestead regulations is given.

### GOVERNMENT AND SOCIAL CONDITIONS.

Americans coming over the border find the Government of Canada quite as good and free as that of their own country. The laws are here well observed by a law-abiding, orderly and peaceable community. Churches of all the leading denominations supply the religious needs of even isolated new settlements. There is an excellent system of public schools, within reach of small children in the sparsely peopled settlements. There are no direct taxes, except those for schools and roads in the Territories, to which some light Provincial taxation for public works is added in Manitoba. In all these respects the American settlers find they have made no change for the worse in coming to Canada. The great majority of the people, in speech, manners, and customs entirely resemble respectable individuals in the United States.



## MANITOBA.

Manitoba, the premier division, has the full status of a Province in the Canadian confederation. It is bounded on the south by the States of Minnesota and North Dakota, from which it extends 264 miles north. In breadth it is 282 miles. Its population is about 275,000 persons.

Manitoba is a beautiful country. Its surface is mostly level stretches of prairie diversified with groves of timber useful for fuel. Here and there it is intersected by streams, and the valleys of rivers, while ranges of low gently sloping hills cross it from south-east to north-west. These are frequently fringed with useful belts of woodland. The high range of hills in the north-western part of the Province, and the country about the great lakes to the north and east are well wooded with timber fit for manufacture. These lakes supply immense quantities of the finest fish for export to the States, the principal fish town being Selkirk (2,500).

Of the twenty-five million acres reckoned of easy cultivation, some six million are now under, or being prepared for, cultivation. In 1902, 41,000 of its farmers produced over 100,000,000 bushels of grain, which with other produce is valued at \$50,000,000. This income was chiefly derived from wheat, of which the official inspection shows over 50 per cent. No. 1 Hard, above 30 per cent. No. 1 Northern, about 10 per cent. No. 2 Northern, and less than 5 per cent. of inferior grades.



The government reports show that dairy products aggregated three-quarters of a million dollars, that 25,000 cattle were exported, and that there is an unlimited field for expansion and profit in poultry and pigs.

Its net-work of local railways is knotted at short intervals by market towns, with their grain elevators and mills. It has two main lines of Canadian roads to the shipping ports of Lake Superior, and three lines connecting with the United States system to the south.

The City of Winnipeg is the gateway and the capital, not only of Manitoba, but, in a business sense, of the whole western territories. Its population is about 62,000, and growing rapidly. Though it is only about thirty years old, in everything which makes a modern city it is not surpassed by any one of equal size in America. It has well equipped hospitals, university, colleges, schools, and churches; beautiful boulevarded and business streets, private and public buildings, all of which would do credit to any of the older cities of the world. Emphatically it is up-to-date. As a railway, distributing, manufacturing and financial centre, it will continue to grow with the progress of the huge areas tributary to it, and of which it is the flower and fruit. There is a number of other prosperous towns in the Province, Portage la Prairie and Brandon being the more important, among the wheat cities of the plain.



## ASSINIBOIA.

This district adjoins the States of North Dakota and Montana on the south, Manitoba on the east, Southern Alberta on the west, and Saskatchewan on the north. Its length is 450 miles, from east to west, its breadth 203, from north to south, comprising an area of 34,000,000 acres. Its population, according to the census of 1901, was 67,050, of which 49,058 were in the eastern division and 17,092 in the western. Since the census was taken in April, 1901, the population has very largely increased by the rush of American settlers coming principally into its south-eastern part, which is tributary to the Soo Line from Minneapolis. In this section the prairie farmers from the States have found a congenial and familiar condition, for wheat and flax growing especially. But the increase of population has not been confined to this part of Assiniboia. The total population is now at least 100,000.

The ranching, the wheat growing, and the mixed farming belts all cross over Assiniboia. The yield and the quality of wheat raised along the main line of the Canadian Pacific Railway, at such places as Indian Head and its allied districts, have become famous on both sides of the Atlantic. Its possibilities are shown by the averages of tests made at its celebrated Experimental Farm in 1902, when eleven varieties of the most suitable wheat, sown on April 19th, were cut in 130 days; and yielded 4,314 pounds of straw, and 43 bushels and 2 pounds of grain





"Its Range Cattle are the Equals of Any."—Assiniboia.



per acre." Its mixed farming area is unsurpassed, its range cattle, horses and sheep are the equals of any, and the whole of its treeless portion is underlaid with coal. The town of Medicine Hat is heated and illuminated with natural gas. There are abundant deposits of brick, pottery and fire clays. The collieries near Estevan supply places along the Soo Line, and ship large quantities of soft coal as far east as Winnipeg.

Its chief town is Regina (3,000), the political capital and seat of government for the whole Territories. From Regina the branch to Prince Albert, along which settlement is becoming very rapid, leaves the main line of the Canadian Pacific Railway. From Moosejaw eastward small towns bristling with elevators succeed each other at short intervals all along the railway and on through Manitoba to Portage la Prairie.

The importance of its mixed farming belt is shown by the construction of the railways from Kirkella, Yorkton and Grand View westward.

### ALBERTA.

This district also abuts upon the northern frontier of the State of Montana. It is bounded on the east by Assiniboia and Saskatchewan, on the north by Athabasca, and on the west by British Columbia, from which it is separated by the



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Rocky Mountains. Its area is 106,100 square miles, with a population of 65,926, by the census of April, 1901. As the immigration into northern Alberta alone during 1902 was 20,000, it is safe to say that there is now one person to each square mile of area. It is naturally divided into southern and northern divisions.

### SOUTHERN ALBERTA.

• Rolling eastward from the Rocky Mountains, the foothills extend some twenty miles ere they gradually merge into the undulations of the vast prairie plateau, covered with the rich buffalo and bunch grasses, off which the range cattle come rolling fat in the spring. Over this prairie hundreds of thousands of cattle and large bands of horses and flocks of sheep run at large both summer and winter, for here the climate is, with rare exceptions, so mild that the stock need neither hay nor shelter.

Its soil is deep and fertile, and capable of producing all classes of cereals, cultivated grasses and vegetables. In those parts of the district where the natural moisture is insufficient in many seasons for successful crop production, there are many running mountain streams, and from these man is now supplying, by means of irrigation works, the moisture which is the only thing needful to render available the other bounteous gifts of nature and to transform this great district from a purely ranching into a pastoral and agricultural country. An extensive system of private irrigation enterprises varying from 100 to 15,000 acres in area already





An irrigated homestead. — "Man is now supplying by irrigation the moisture needed to transform Southern Alberta." *(Steele & Co., Photographers, Winnipeg.)*



exists. The Canadian North-West Irrigation Company have 400,000 acres provided with water and intend to rapidly extend their system till it covers a million acres in all; and the Canadian Pacific Railway Company have under consideration the irrigation of several million acres of land in the Calgary district.

The bulk of its cattle shipments are made, like those of ranching Assiniboia, to Britain, but it has a home market at its doors through the Rockies, by the main and Crow's Nest lines of the Canadian Pacific Railway, in the coterminous Province of British Columbia, a land of rich mines.

The district itself also abounds in mineral wealth. Great shipping mines of anthracite, bituminous and lignite coal are in active operation. Gold, silver-lead, copper and iron deposits exist in large quantities, requiring capital alone to make them sources of wealth.

Its capital, the progressive and ambitious City of Calgary (5,000 souls), is a divisional railway and commercial distributing point, doing a large business with British Columbia mining camps and supplying the many smaller towns along the several lines of railway which radiate from it. Here the road which taps Northern Alberta branches off the main line.

There are extensive collieries at Lethbridge (2,500), the country around which is being transformed by irrigation; it is also the point of connection of the railway from Great Falls, Montana, with the Canadian Pacific system.



The healing waters of the hot springs at Banff attract from both continents many successful searchers of health.

### NORTHERN ALBERTA.

This is the district in which a settler may find arable, pastoral, and hay land; wood and water; coal and gold upon many a quarter section. To all the natural advantages of other portions of the mixed farming belt it unites those of a milder climate, and of unlimited supplies of cheap coal, which the farmer may easily dig for himself.

That its attractions for the home-seeker are manifold is shown by the larger influx of free and unassisted immigration into it than into any other district of the Territories during the past few years. There is scarcely a free Government grant left within profitable grain-growing distance of its present only railway, the Calgary and Edmonton branch of the C. P. R. Settlement has flowed east of this in a belt broadening towards the north extending 100 miles on the Saskatchewan River, east of Edmonton.

As mentioned elsewhere, 20,000 people came in to settle during 1902. Of these 12,000 were Americans and other English speaking persons.

Northern Alberta is renowned for its phenomenal production of oats, a cereal which requires considerable moisture, a rich soil and a long season of growth. While an ordinary yield is 60 bushels per acre, and the ordinary weight is 38





pounds per bushel, returns of 100 bushels and weights of 42 pounds are not infrequent.

At the end of the railway are situated the twin towns of Strathcona and Edmonton, originally separated by a great gap, the deep valley of the Saskatchewan River, but now linked by the bands of steel of the Edmonton, Yukon and Pacific Railway. The combined population of the two towns is more than that of Calgary. The early expected entrance of the Canadian Northern Railway from the east is confirming the faith which the people of Edmonton have always shown in the future of their admirably situated town. What Winnipeg has become in the east, Edmonton is likely to become in the west, the great business centre of a huge territory.

With its municipal electric lighting and waterworks, its wholesale stores, its command of the great fur trade of the Mackenzie Basin, and all the usual adjuncts of an enlightened western town, its future prospects are bright.

There are a number of busy little towns along the Calgary and Edmonton Railway. Of these Wetaskiwin (700), is the largest, and has the prospect of becoming the point of intersection with one of the railway lines from the east.

Coal-mining for local consumption is carried on about Strathcona and Edmonton. Owing to the inexperience of the management of the pioneer gold-dredging companies, this industry has not, as yet, fulfilled the expectations formed of it.



## SASKATCHEWAN.

The area of Saskatchewan, which lies immediately north of Assiniboia and Manitoba, is 106,700 square miles. Its population in 1901 was 25,672, but that has greatly grown since, especially within the past year. Its south-western portion is included in the fertile belt; the regions lying north and east are in the forest zone.

It is especially as a mixed farming country that the settled portions of Saskatchewan have become favorably known. These do not differ unfavorably from the better known districts of the same class which have been more fortunately situated with regard to railway communication. The course the railways are now taking through Saskatchewan territory will tell in her favor, and upon the completion of the Canadian Northern to a Pacific port, she, in common with Alberta, will have a western market added to that already existing in the east. Saskatchewan more than any other district would benefit by a railway to a port on Hudson's Bay. The settling of the treeless prairies to the south will stimulate the lumber industry of to-day, and eventually her great forests will become an enviable source of immense wealth.

Prince Albert is the principal town, with a population of 2,200. It is beautifully situated upon the south bank of the North Saskatchewan River. It has flour and lumber mills to supply the export as well as the local trade. Its large merchants, besides catering to the farming community, do a large fur-trading business along



the Saskatchewan River. The town is the present terminus of the existing railroad from Regina, and it is fixed upon as a divisional point upon the North-West branch of the Canadian Northern Railway, which is being rapidly pushed towards it from Erwood.

Saskatoon, at the crossing of the present railway on the South Saskatchewan, is assuming greater importance as the prospective crossing of the Wetaskiwin branch of the Canadian Pacific line from Yorkton to Prince Albert, as being at or near the crossing of the Canadian Northern Railway's extension from Grand View to Edmonton, and as the centre of a district being developed by an American land company.

Battleford (population 600), is the ancient capital of the Territories. It fell from the position of the seat of government upon the original route of the Canadian Pacific Railway's being deflected from it to the present main line. It has, however, continued to exist as an important station of the North-West Mounted Police and as the trading place of the prosperous stock-raising farmers in its vicinity. It has flour and lumber mills, stores, a steel bridge across the Battle River and a steam ferry across the Saskatchewan. The Saskatchewan Herald, the oldest newspaper in the Territories, is published here. With its long deferred hopes of railway communication about to be realized by no less than two main roads converging at or near the town, the ancient capital will take on a new lease of vigorous life as the centre of one of the finest portions of the fertile belt.



# Canadian Pacific Lands

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The Canadian Pacific Railway Company have 14,000,000 acres of selected lands for sale in Manitoba, Assiniboia, Saskatchewan and Alberta.

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Manitoba Lands and Assiniboia Lands east of Third Meridian, \$4.00 to \$10.00 per acre. Lands west of Third Meridian, \$3.50 to \$6.00 per acre.

160 ACRES, OR ONE QUARTER SECTION, OF \$5.00 LANDS may be bought for settlement with a cash payment of \$119.85 and nine equal annual instalments of \$100 each, which include interest at 6%. Purchasers who do not undertake to go into residence on the land within one year from date of purchase are required to pay one-sixth of the purchase money down and the balance in five equal annual instalments with interest at the rate of six per cent. per annum.

**DISCOUNT FOR CASH.**—If land is paid for in full at time of purchase a reduction in price will be allowed equal to ten per cent. on the amount paid in excess of the usual cash instalment.

Interest at six per cent. will be charged on overdue instalments.

For Maps and full particulars apply to

F. T. GRIFFIN, Land Commissioner,

WINNIPEG.



**CANADIAN PACIFIC RAILWAY  
AND ITS CONNECTIONS.**

